

Greensboro Urban Area LRTP

Public Involvement

Round #1 Workshop Summary



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Greensboro Urban Area Long Range Transportation Plan Questionnaire Results

Public Comment Form: November 2003

Participants during the first round of workshops were asked to complete a questionnaire. The following represents a summary of their responses from five public meetings.

An asterisk (*) was used to represent the frequency of similar answers.

1. How many years have you lived in the Greensboro area?

Number of Years	No. of Participants
0-5 Years	7
6-10 Years	6
11-15 Years	5
20 Years plus	28

2. Which of the following types of transportation do you use? (circle as many as apply on a weekly basis)

- a) **Personal car-50**
- b) Carpool w/someone else-3
- c) Public Transportation-3
- d) Walking-25
- e) Bicycle-17
- f) Motorcycle-1
- g) Taxi/car service-1

3. Overall, how would you rate your experience with Transportation in the Greensboro area? Would you say it is:

- a) Poor-9
- b) Fair-15
- c) **Good-21**
- d) Very good-5
- e) Excellent-1



4. Rate the importance of each of the following transportation improvements in the Greensboro area as:

	Not Important	Somewhat	Important	Very important	Don't Know
a) Widen existing major roads	15	11	12	11	
b) Build new major roads	18	8	15	10	1
c) Add more turn lanes at intersections	8	12	17	10	
d) Provide bicycle lanes on more streets	9	11	11	16	1
e) Improve public transit service	3	7	16	22	2
f) Install modern traffic signal	3	7	22	15	1
g) Local transit service	6	12	11	15	2
h) Create regional rapid transit linkages between Greensboro, Winston –Salem, and High Point	6	9	11	26	
i) Improve facilities to move packages and freight	7	10	15	12	7
j) Provide more options to travel to PTI Airport	12	10	12	17	1

5. How would you describe your experience as a transportation system user in the area?

- **GTA tying to PART is a plus**
- **Takes a long time to get places * * * ***
- **Frustrating – Scary – Terrified**
- **At present by car is the only safe – rapid mode**
- **Frustrations, street names change in mid block.**
- **There are no straight roads across town. It is difficult to head east on I-40 from Lake Jeanette. Roadways are designed for higher speeds than necessary. It is almost suicidal to ride a bike in this city. Not enough sidewalks and the sidewalks we have are too close to the road.**
- **Every time I go somewhere I have a choice, drive my car or become a statistic hit by a car while riding my bike. I still choose to risk it, and travel in fear most of the time. In addition, motorist yelling & throwing things sometime threaten to attack me physically for being on the road.**
- **Riding a bike to & from work (= 5 mi daily). Usually fine because I ride on sidewalks but occasionally scary. Driving – easy except Wendover from the car dealers out, which is a trip I avoid. Buses, I used to ride the bus (30 years ago) but no longer because it's so inconvenient and expensive. Taxis, I'd never used one in Greensboro.**
- **I have tried the bus... waited 20 minutes, when it didn't come, I had to run back home to get my car to make my appointment on time. Also, when I did use the bus,**

I found myself waiting in a muddy area and had to cross Battleground Ave among inattentive drivers.

- Since I am occasional user, I found that the Greensboro system is not as friendly as it should be. There is not enough continuity in the system nor are there enough parkway facilities that have increase capacity, but blends into the community atmosphere.
- Great roads; need to complete loop to reduce congestions. Would like to see a greater emphasis on bike / pedestrian investments.
- I primarily drive to destinations and don't have trouble getting to where I'm going.
- This is the least pedestrian / bicycle friendly city I have ever been in.
- Very Satisfactory * *
- Living in the country, I travel mostly by car except short trips by walking or biking
- Traffic through downtown neighborhoods is too fast & discourages young families w/children from remaining in town
- Terrible for walking * *
- Fair * *
- Good * *
- NW Guilford needs traffic improvement * *
- Transit is very limited
- Very heavy traffic on Market Street (421) early morning & around NC68, & late afternoon Colfax area.
- Needs major improvements
- Opening I-40 and 421 should solve my problems

6. What do you feel the most important goals should be for the Transportation Plan?

- Improve Public transit and improve PART * *
- Sidewalks within 1 mile of any school
- Bike lanes on all streets and bike trails* * * * *
- Mass transit/light rail around the loop * * * * *
- More right turn lanes and better traffic lights
- Get rid of suicide lanes
- How to accommodate & emphasize people on foot, bus, rail, bike – much less emphasis on cars.
- Integration of roadway, bike ways and mass transportation modes
- Use alternate means of transportation
- Safe cross-ways-people living in institutions (Guilford College-Friends Homes) can't get to shopping safely * *
- Pedestrian access to shopping
- More frequent & constant bus service* * *
- Decreasing air & water pollution that results from transportation. Making transportation more convenient so it's not necessary to always drive – especially for poor people so they can get from where they live to where jobs are without a lot of hassle time and expense. Improving the beauty of existing streets
- Bus schedule every 20 minutes
- Bike lanes on streets
- Bus to Airport * * *
- Our air quality is rated "F"-17th worst in the nation! We need to improve it.
- Doing more with less. Looking at how you can improve existing facilities concentrating more on land use.
- To bring balance to all modes-gives greater choice.
- Walkers should be allowed more freedom to get places safely.
- Less reliance on automobiles. Create a mixed transportation system in order to create a good atmosphere for economic development.
- Easy flow to work and shopping areas
- Coordinate land use with transportation

- More Highways * *
- Solve grid lock problems
- Relieve traffic pressure on NC 68 & US Hwy 220
- Balance the fact that transportation projects create new land use patterns that endorse sprawl – low density development
- More funding * *
- Mass Transit (outside of Greensboro)* * *
- Maintain existing roads * *
- Provide adequate up to date road system with little impact on the people paying taxes-more information early in designs process.
- Reduce emissions
- Safety to the neighborhoods
- Concentrate on expansion on SE Loop area
- Improve on and off highway connections
- Keeping communities intact and bulk of traffic to major roadways w/variety of exit options

7. What do you feel are the most important transportation improvement needs in the area?

- Expand GTA , PART * * *
- Improve public transit * * * *
- Sidewalks, greenways, bike paths, pedestrian safety * * * *
- Bicycle lanes on major roads *
- More pedestrian bike friendly system
- Better connectivity; better roads * *
- Less surface parking, more parking decks, parking to rear of or underneath commercial / retail sites.
- A change in public thinking on use of alternate transportation options: bus, sidewalk, bicycle.
- Many cities have city bus service to the airport. We don't understand why Greensboro doesn't. I'm trying to think of a reason for not having it that doesn't involve corruption.
- Bus service more frequent * * * *
- Sidewalks that are shaded by canopy trees in the right-of-way.
- Regional linkages outside of I-40 and I-85 in case there are emergency needs on the interstate.
- Establish / adopt Pedestrian Plan; make strategic investments (biggest bang for buck); Improve public education about transportation planning & choices
- Cheaper mass transit is required.
- Enhance transit routes to that less trips require a transfer in downtown.
- Lower speed limits; add pedestrian crossings signals
- Public transportation if usage can be assured
- Reduce traffic on North Eugene St. & don't allow Stadium-related traffic to negatively effect Fisher park neighborhood
- Widen Horsepen Creek to 4 lanes
- NW Guilford County NC-68 & US Highway 220 need improvements
- I-73
- Urban Loop
- Widen Market Street (421) to Kernersville
- Keeping ahead of growth
- Regional Mass Transit *
- Complete existing projects Painter Blvd.
- Speed control * *
- Turn lanes on Pleasant Garden Road
- Permanent 4-Way Stop at Alliance & Neelley
- Protection of rural and small town character

- Find ways to improve High Point Road, Battleground Avenue and Wendover.
- Loops further out
- Pleasant Garden school traffic AM and PM of student crossing Pleasant Garden Road * *
- Safety
- Create a safer atmosphere area around schools where bus service isn't provided. Provide a transit schedule that would allow student to travel from one area of Greensboro to another when school bus transportation is not provided.

8. What other comments do you have?

- More sidewalks * * * *
- More dense housing * *
- Add more through streets
- Possible funding: fees & taxes that penalize use of cars- parking fees, tax on gas personal cars, toll roads- these fund then add sidewalks, bike paths etc.
- Sometimes it help to rephrase the question- instead of how do we move cars – how do we help people get to where they want to be?
- Two years ago the bicycle community was asked to provide ideas for improving bicycle transportation system. As I can see, nothing has happened other than more planning meetings. When do we move onto meaningful action?
- We do not need the urban loop.
- Other than repair, focus all transportation money on mass transit in the region
- Question 4 asks the wrong question. Every activity outside the home should not require use of roads. I want to walk to local businesses not drive to them because it is unsafe due to cars; I feel unsafe in unlit areas, they are not too far away, I just cannot get to them.
- It would be nice if the needs of the people came first when decisions are made.
- Thanks for asking our opinions...will it matter? As Baby Boomers age, they will need alternated modes of transportation instead of personal cars. We are too automobile dependant.
- GDOT has undertaken a major step in updating the LRTP in the time given. This I applaud. It would have been very easy to do the minimum, but GDOT chose not too.
- Establish better land use policies to improve transportation problems; make investments that support multiple objectives
- Pedestrian and / or bikes are forgotten here. Mass transit should be cheaper.
- A quick way from Pleasant Garden to Brassfield shopping center, 220 north.
- We are already 30 years behind older cities in creating bicycle and pedestrian facilities. And we are falling further and further behind each day we wait. This is a major negative impact on our economic future.
- Let's set a goal: make Greensboro the most bicycle & pedestrian friendly city in the south. This will bring the economic development we need.
- Lower bus rates
- Use a grid system
- Build proposed connector road between Fleming Rd and Horsepen Creek Rd.
- New Highways
- Thanks for hosting these events and getting a fuller view of the citizenship perspectives.
- Nothing personal, but we don't feel that we are being heard and have an impact on changes to designs.
- Solutions: pedestrian / bridges or tunnels should be a priority
- Encourage staggered work hours & work from home
- Presenters did an excellent job demonstrating the facts
- More traffic lights are needed to regulate hazardous intersections on NC 62 and rural routes

- **Note additional information provided will be reviewed in the development of the bicycle element of the transportation plan.**
- **Results indicate the following priorities:**
 - The first priority is to provide bicycle lanes on or greenways parallel to major thoroughfares such as Friendly Avenue, East and West Market Street, Spring Garden Street, Lee Street, Elm Street, Elm-Eugene Street, Battleground Avenue and High Point Road.
 - Second priority is to provide safe access to the airport area
 - Third priority is to connect these major routes with cross-town routes, such as Holden Road, Cone Boulevard, Cornwallis Drive and Lawndale Drive, providing access to many more activity centers, as well as some parks, libraries and school.
 - Fourth priority is to further connect this network with outlying developments. In so doing, many additional sites would be accessible by bicycle.
- **Results indicate the following additional issues are important:**
 - Bicycle accommodations should be a priority for all primary and some secondary new roads, as well as future road widening projects
 - Greenways are important to bicycling community.
 - Many intersections need improvement.
 - Bicycling on sidewalks is very dangerous. Motor vehicle drivers coming out of and turning parking lots and turning onto roads do not look for bicyclist on sidewalks or gauge cyclists' speed well.
 - To make the bicycle a transportation alternative will require education of the community-at-large.

Greensboro Urban Area LRTP

Round 1-Total Voting Results

Ranking	Question	Question Number	Total Votes	Percentage of Votes
1	Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways	10	75	16.0%
2	Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail)	11	58	12.4%
3	Protect rural and small town character	9	50	10.7%
4	Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice	4	48	10.3%
5	Address neighborhood traffic safety and speed concerns through policy and design initiatives	3	43	9.2%
6	Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility	1	41	8.8%
7	Focus on reducing congestion and travel times by widening and extending key roadways	7	40	8.6%
8	Use flexible roadway design standards to support neighborhood character and quality of life	5	35	7.5%
9	Enhance transit ridership through expanded service with a focus on quality passenger amenities	6	28	6.0%
10	Improve the accessibility and mobility of freight movements within and through the region	8	25	5.4%
11	Encourage streetscapes and attractive community gateways	2	21	4.5%
12	Others?	12	3	0.6%
	TOTAL VOTES		467	100%

Influencer Meeting

Location: The Depot

Date: November 3, 2003

No. of Participants: 50

Influencer Meeting - The Depot November 3, 2003

Voting Results

1. Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility - **21**
2. Encourage streetscapes and attractive community gateways - **4**
3. Address neighborhood traffic safety and speed concerns through policy and design initiatives - **11**
4. Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice - **18**
5. Use flexible roadway design standards to support neighborhood character and quality of life - **9**
6. Enhance transit ridership through expanded service with a focus on quality passenger amenities - **14**
7. Focus on reducing congestion and travel times by widening and extending key roadways - **12**
8. Improve the accessibility and mobility of freight movements within and through the region - **10**
9. Protect rural and small town character - **10**
10. Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways - **23**
11. Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail) – **23**
12. Others? - **0**

Greensboro Urban Area Long Range Transportation Plan Influencers Meeting Summary November 3, 2003 at the Depot

- **Land Use and Transportation - Area growth doesn't respect jurisdictional boundaries. Can the various governments cooperate effectively to preserve transportation mobility? How can we effectively coordinate land use and transportation decisions?**
- Yes, various governments can cooperate effectively to preserve transportation mobility. This can be done through legislation and early action.
- We can effectively coordinate land use and transportation decisions by allowing local governments to participate in the MPO. There should also be local leadership in land use and transportation planning. The "message" that we share with the community and local government needs to be enhanced.

Air Quality – Clean air is a basic human need. What should be done to control harmful pollutants so that Guilford County residents can breathe clean air?

- Cut down on vehicle traffic
- Manage local traffic
- A simple "electric car"
- Increase use of Park-n-Ride lots and encourage carpooling
- Better emission controls
- Encourage young people to ride public transportation

Quality of Life in Residential Neighborhoods – Great neighborhoods are a strength of this region. How can transportation decisions support efforts to strengthen our neighborhoods?

- Enforce speed limits laws
- Build, operate, and maintain good thoroughfares to keep traffic on major roads and off residential street.

Major Roads – While major roads comprise less than 5% of the total miles of roadway in Guilford County, they carry more than 50% of the daily traffic. What can be done to build major roads fast enough to keep up with growth?

- Should we widen roads or look for alternative modes of transportation
- Such alternatives could be more mixed-use, mass transit, and bicycle and pedestrian facilities.
- Keep up the good job of connecting neighborhood streets (distributes traffic)
- Use some creativity in motivating people to use what already exists.
- In the end we will still have to widen and improve some existing roads.

Regional Transit – The Triad, Triangle, and Charlotte regions are pursuing major investments in regional transit. How can regional transit (bus and rail) support your goals and vision for the region?

- P.A.R.T. is a good start
- Expansion of night and weekend service
- Expand service to Raleigh and Charlotte

Local Transit – Mixed-use development and denser neighborhoods located along key transit corridors have been identified by city and regional land use plans as an essential strategy to enhance transit and transportation choices. What can be done to make this vision a reality?

- Improved connectivity between transportation systems
- Infill – increase certain areas (mixed-use)
- Combine land use and transportation planning
- Make transit more competitive with cars (cost, schedule, add more locations)

Urban Loop – Planning for the urban loop around Greensboro has moved into design and construction of several segments. How will the urban loop change the Greensboro area when complete?

- Will help to alleviate traffic on existing roads
- More rezoning and development in the suburbs
- Could cause a negative effect on downtown (if businesses move out of downtown to be near urban loop)
- This will enhance the fact that people think of Greensboro as a transportation center.
- Could work against efforts of getting people to try alternative modes of travel

Bicycle – Many metropolitan areas are planning and building interconnected networks of bicycle-friendly streets as a way of reducing the number of short trips made by cars under six miles. How can bicycling be promoted in the Greensboro area?

- Make bicycle paths that run parallel to major roads
- More racks on City buses
- Park and ride stations
- Have businesses add places for bicycles to be stored (for employees)
- Shower facilities
- Should require developers to include bicycle amenities in their plans
- Plan for new means of travel (e.g. Segway)

Airport Access – The airport is often noted as key economic driver. What future transportation strategies would be needed to build on the presence of PTIA and improve airport access for the entire Triad region?

- More taxi, limo, and P.A.R.T. services
- More frequent direct travel that accommodate flight times
- Increase PITA parking
- Better road access

Funding – The need for transportation improvements continues to outpace traditional revenue sources. Do you expect that by 2030 there will be a need for

additional local funding sources such as sales taxes, user fees, tolls, and public private partnerships? Please explain your answer.

- Yes, we'll need to consider higher taxes and new funding resources. We should consider the use of toll roads.

Regional Rail – Piedmont Authority for Regional Transportation has been working on a strategy to develop regional rapid transit service, including potential commuter rail service. How important is this strategy to the future success of the Triad region?

- Very important
- We need a denser form of development to support it
- Will need to be publicly subsidized
- Will require a larger population

East Area

Location: Greensboro Sportsplex

Date: November 11, 2003

Number of Participants: 10

**Greensboro Sportsplex
November 11, 2003**

Voting Results

1. Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility - **4**
2. Encourage streetscapes and attractive community gateways - **4**
3. Address neighborhood traffic safety and speed concerns through policy and design initiatives - **4**
4. Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice - **6**
5. Use flexible roadway design standards to support neighborhood character and quality of life - **2**
6. Enhance transit ridership through expanded service with a focus on quality passenger amenities - **5**
7. Focus on reducing congestion and travel times by widening and extending key roadways - **2**
8. Improve the accessibility and mobility of freight movements within and through the region - **2**
9. Protect rural and small town character - **5**
10. Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways - **4**
11. Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail) -**4**
12. Others? **0**

**L RTP Workshop Round #1
Greensboro Sportsplex
November 11, 2003**

Small Group Discussion

- **How can we make Public Transit work?**
 - i. Expand
 - ii. Timing of routes and connector routes are needed to make transit work
 - iii. There must be nice places to wait, shelters, sidewalks, signage at stops
 - iv. Need a lot of money-services are expensive
 - v. All routes should run on ½ hour
 - vi. Change image of public transportation “Get the suites on the buses”
 - vii. Pedestrian crossings must be convenient to serve bus stops
- **Public Transportation**
 - i. Refocus transportation planning within land use planning / general planning must be integrated
 - ii. Undo love of the automobile
 - iii. Carpooling
 - iv. Nodes of development – mixed use concentrations sufficient to reduce off site trips – density, intensity
 - v. Local laws and zoning make mixed use difficult
- **Bicycle and Pedestrian – What is the greatest need for pedestrians?**
 - i. Sidewalk connectivity and safe crossings
 - ii. Focus on safety
 - iii. Priorities – residential to non-residential, commercial uses (within 1 mile)
 - iv. Need to change driver behavior – education and awareness
 - v. Priority along bus routes
 - vi. On street bike lanes – bike racks on busses and at destinations
 - vii. Education
 - viii. Bike and Pedestrian lanes – dedicated facilities
- **Freight – What priorities should be placed on freight?**
 - i. Freight is very important. The rail aspect is also significant. NIMBY issue is significant obstacle. FedEx and similar development will help
 - ii. We should be less dependent on big business and support small businesses
 - iii. Focus on small freight

➤ **Aviation – What can be done to enhance access?**

- i. Buses and or trains to the airport – coincide with freight schedules
- ii. Clear and viable connections must be available and easy to access (transit and etc)

➤ **Roadways**

- i. Scenic roadways are important-more relaxing and safer, less clutter.
- ii. Roadways (wider for sake of width causes problems)
- iii. Road design accommodations – Bike / Pedestrian to destinations
- iv. Roads should be bike friendly integrate with other modes.
- v. Wide shoulder for bikes
- vi. Narrow roads / make them less friendly for cars – encourage alternate modes
- vii. Need more “Thru” streets – connections
- viii. Wendover and other major roadways need “overpasses”
- ix. Need continued investment in roadways
- x. Focus on mass transit – but still need additional roadways

Central Area

Location: City Hall

Date: November 13, 2003

Number of Participants: 32

City Hall
November 13, 2003

Voting Results

1. Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility - **0**
2. Encourage streetscapes and attractive community gateways - **7**
3. Address neighborhood traffic safety and speed concerns through policy and design initiatives - **4**
4. Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice - **11**
5. Use flexible roadway design standards to support neighborhood character and quality of life - **1**
6. Enhance transit ridership through expanded service with a focus on quality passenger amenities - **6**
7. Focus on reducing congestion and travel times by widening and extending key roadways - **1**
8. Improve the accessibility and mobility of freight movements within and through the region - **4**
9. Protect rural and small town character - **3**
10. Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways - **17**
11. Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail) - **15**
12. Others? - **0**

L RTP Workshop Round #1
City Hall
November 13, 2003

Group Questions

- 1) What do you like most about the transportation system in the area?
 - What roadway corridors do you like most and why?
 - What other facilities and services do you value most?
 - *In meetings two and three: what about the NW / SW Guilford area?
- ✦ Bike path-Friendly Avenue to Elm Street
 - ✦ New Depot
 - ✦ State Street
 - ✦ Cornwallis – Battleground-Elm
 - ✦ Bessemer – Fisher Park
 - ✦ Latham Park
 - ✦ Common elements
 - i. Aesthetics
 - ii. Safety
 - Roads with less cars
 - Bryan Blvd
 - i. Easy to drive – “Gateway”
 - ii. Landscaping
 - iii. Free flowing
 - iv. Easy night drive – reflectors
 - v. 55mph
 - vi. Median
 - vii. Signage (street names clearly marked)
 - US-70 / Wendover Ave (East)
 - i. Low traffic volume
 - ii. Rural character
 - iii. Function
 - Old High Point Road (around Jefferson Pilot)
 - i. 2 lanes
 - Spring Garden (UNCG)
 - i. Less car friendly
 - ii. Pedestrian
 - iii. On-street bike lanes
 - iv. Accommodations for the disabled
 - v. Full – Wide sidewalk
 - vi. Too much lighting
 - The Depot
 - i. Walkable

ii. Multi-modal (Bus / Train)

➤ Public Transit

- i. Need to communicate schedule consistency

➤ How can we improve?

- i. Information kiosk (schedule)
- ii. On-line scheduling
- iii. Improve headways

- ◆ Bike trail from Elm Street to Friendly Center
- ◆ UNCG – Spring Garden bike lane
- ◆ Fantastic road maintenance – not too many pot holes
- ◆ I can cycle from Country park out to the city it gets worse every day
- ◆ Battleground trail – encourage extension to downtown
- ◆ Suburban roads – you’ve done a better job than in city – Cone Blvd, Benjamin Pkwy, you can get around better
- ◆ I have a generally easy car commute
- ◆ Concerned with Hwy I-40
 - i. Widening has helped and improved east – west access
- ◆ MLK – Improvements
 - i. Lighted
 - ii. Cleaned up
- ◆ Pleasant Garden – US Highway 421 access
- ◆ Bryan Blvd
- ◆ Spring Garden St @ UNCG
- ◆ Market Street
- ◆ Old Battleground – Lake Brandt
- ◆ Pleasant Ridge – no street parking helps cycling
- ◆ On-street parking can slow traffic and improve cycling and pedestrian comfort
- ◆ S. Elm & S. Greene St historic, walkable
- ◆ Skinny streets in older neighborhoods-Fischer Park for example
- ◆ Facilities we like
 - i. New Depot, especially when trains arrive
 - ii. GTA gets a lot of use out Summit Avenue

2) What do you like least about the transportation system in the area?

- What roadway corridors do you like least and why?
- What aspect of these roadways most needs to be improved?
- What other facilities and services most need to be improved?
- *In meetings two and three: what about the NW / SW Guilford area?

✦ Death Valley

✦ Wendover – I-40

- i. Sign @ Guilford College
- ii. Under / overpass for pedestrians

✦ Battleground / Lawndale / Westover Terrace

✦ High Point Road

- i. When it's not used properly [Friday, Saturday night with no event] – reversible lanes
 - ii. Coordinate signal system
 - iii. Greene / McGee – Train
- ✦ US 29 / Hwy-421 @ I-40 – Re-route US 29 traffic to outer-loop
- ✦ Randleman Road @ I-40
- ✦ No direct route into town from Summerfield
- ✦ W. Market Street 5 lanes near airport – need a landscaped median
- ✦ Need public art along roads
- ✦ Improve noise walls / retaining walls
- ✦ Improve emergency operations on interstate highways
- Sidewalks!! Need more
- Traffic speed in neighborhoods
- Neighborhoods don't like connectivity – cut through
- Cone Blvd
 - i. Sidewalks – interrupted
 - ii. 4 lane highway with homes = speeding
- Battleground Ave
 - i. Driveway frequency
 - ii. Sidewalks, intersections by driveway
 - iii. Start / Stop
 - iv. Lawndale intersection – confusing
 - v. Un-attractive
- Wendover Avenue
 - i. Stop and go
 - ii. Commercial driveways (too many)
 - iii. No pedestrian accommodation (sidewalks / crosswalks)
 - iv. Safety – accidents
- Transit
 - i. "Grid" routes
 - ii. need to improve accommodations "Shelters"
- Transit Goals
 - i. Reduce reliance on autos
 - ii. More stops
 - iii. Target ridership
- ◆ Suicide lanes-center turn lanes
- ◆ Cars pull into marked crosswalks
- ◆ Speed limits too high – need to enforce, roads designed for speed
- ◆ Lack of pedestrian connectivity even in areas with lots of sidewalks. Street crossings are a major issue.
- ◆ Lack of right turn lanes in most of the city even where double lefts exist.
- ◆ It's only a misdemeanor to kill a cyclist via a traffic accident even if you're at fault.
- ◆ No access to transit in Pleasant Garden, we can get to Randleman Road but tough. Shuttles are needed.
- ◆ Lack of Sidewalks

- ◆ Bad sidewalk design, landscaping, no set backs, trees, obstructions
- ◆ Major thoroughfares almost impossible for pedestrians to cross
 - i. Battleground, Cone, Pisgah Church, Westridge
- ◆ Only 1 mile of bike lanes in a city of 225,000 - embarrassing
- ◆ Traffic lights and don't respond to cycles without cars
- ◆ Need for a proper mix
- ◆ Roadway problems
 - i. Wendover and Battleground Avenue
 - ii. Need for education with a dead signal = 4 way stop
 - iii. Fisher Ave / Elm to Lee forms a barrier to downtown
 - iv. Fisher / Smith and Battleground is a battle
- ◆ Ugly streetscape-why is Lee street so ugly
- ◆ US 29 safety and access problems I-85 to 16th Street
- ◆ How to get to I-40 westbound from US 29
- ◆ The road system is confusing – direction and name changes become easy once you learn.
- ◆ Poorly designed intersections downtown
- ◆ Lawndale posted 35: speeds up to 60 mph, people drive too fast.
- ◆ High speed thruways from interstate to downtown

3) What are the most important transportation improvement needs, in your opinion?

- What sorts of changes should be incorporated as a standard for new roadway projects? (scenic elements, bike/ped, design changes)
- Do you think regional rail service between Winston Salem and Greensboro is needed? Why?
- Do you think major new roadway construction is needed to improve travel in the area? Where? Why?

- ✦ Sidewalks
- ✦ Bike Lanes
- ✦ Landscaping
- ✦ Pedestrian scale
- ✦ Safe areas for pedestrians to cross multi-lane roads
- ✦ Parkways
- ✦ Bike parking (racks)
- ✦ Bus shelters
- ✦ Bus service to airport
- ✦ Landscape medians
- ✦ Bus turn – outs
- ✦ New Roadways
 - i. Designate high speed corridor
 - ii. Retrofit
- Bike Lanes / Greenways – Actual choices for trips not just recreation
- Sidewalks should be a requirement
 - i. On all streets
 - ii. Developers should be required

- iii. Priorities – Schools / Libraries / Parks / Hospitals / Bus Stops / Activity Center
- Regional Rail
 - i. Very important to our future
 - ii. Could be a popular choice / alternative
 - iii. Are we willing to support financially at the local level?
 - iv. Toll roads – Congestion fees
 - v. Parking restrictions
 - vi. Sales tax
- Do we need major bond improvements? Where & Why?
 - i. Not likely
 - ii. Congestion not a problem
 - iii. Should focus on alternatives
- ◆ Most important improvements needed
 - i. Synchronized traffic lights better to improve flow
 - ii. Look at additional public transportation to towns and rural areas, PART access to the airport
 - iii. Emphasis on transit, bicycles, pedestrian – flexibility
 - iv. Make transit free
 - v. Equal emphasis – actually fair, balance emphasis-proportionate to actual users- you could use survey to validate
 - vi. Some bicycle and pedestrian strategies really help economic development: high quality of life factor
 - vii. Urban corridors should be attractive to mixed use compact development or as envisioned in the compressive plan – supports travel & VMT balance other uses with traffic capacity
 - viii. Integrate land use and transportation planning, dense population around a hub- lesser need for autos
 - ix. Need to look at safe routes to school by creating access
 - x. PART Rail Service - need having been established- need to meet real needs and demonstrate how will be done ahead of time
 - xi. Realize gas prices will go up
 - xii. Try local light rail first- it won't work with rubber tires or steel rails (Market and Friendly won't work – trolley)
 - xiii. Don't think so big – think small and build up, follow Raleigh's development strategies
 - xiv. Area too low density for rail
 - xv. Is there a draw between Universities – not known but maybe by 2030
 - xvi. Rail right of ways need to be protected, they're an essential resource
 - xvii. Reduce roadway visual clutter
 - xviii. Design not to divide neighborhoods, create barriers – draw together
 - xix. Fewer one – way streets
 - xx. Beltway biggest mistake city has made
 - xxi. Improve Hwy 68 – Upgrade I-73

4) What do you think are the biggest obstacles standing in the way of making needed improvements?

- ✦ Attitudes
- ✦ Delivery services so we don't need our cars
- ✦ Bus routes in neighborhoods
- ✦ Shift from 'Highway' to 'Transportation' in our bonds / funding
- Money
- Determination
- Attitudes [How do we change attitude]
 - i. Transit is only targeted for the poor
 - ii. Need routes that are representative of the populous
 - iii. Need leaders that support and ride transit
 - iv. Need to support gas tax
 - v. Speed up service "Express Service"
 - vi. Encourage employers to subsidize transit & alternative modes
 - vii. Tax incentives to employers
- ◆ These things cost money
- ◆ Mis-spent money – wrong attitude
- ◆ Lack of long-range vision, things are going to change
- ◆ Strategies that can make a difference that are often resisted: example = carpooling, need to be responsive to public
- ◆ More communication between planning and zoning officials to address sprawl
- ◆ City council land use decisions – how can they implement comprehensive plan
- ◆ Big challenge for pedestrian connectivity – housing & industry opposition they are effective lobbyist
- ◆ Sidewalks should be required on both sides of all streets
- ◆ Getting good design of sidewalks
- ◆ Sidewalks may not be needed outside city / urban area
- ◆ Dictating to property owners

5) Finally, if there is one improvement that you could make to the transportation system tomorrow, what would it be?

- ✦ Sidewalks on both sides of every street shaded by canopy trees
- ✦ Median with trees
- ✦ Every signed stop should have a shelter
- ✦ Roundabouts
- Traffic in Fisher park neighborhood
- Don't sell gas to private motorist
- Sidewalks everywhere
- More left-turn lanes / signals
- Ban large personal vehicles

- Redesign all bus routes to meet the needs of the masses.
- ◆ Balance between needs
- ◆ Beauty
- ◆ More transit
- ◆ More / better balance
- ◆ Easing congestion on major roads
- ◆ Optional ways of getting to Park and ride

Group Facilitators Color/Symbol Code:

Stephen Stansbery – Red ➤

Peggy Holland – Purple +

Tyler Meyer – Green ◆

Jeff Sovich – Blue ○

Northwest Area

Location: Northwest High School

November 18, 2003

No. of Participants: 34

**Northwest High School
November 18, 2003**

Voting Results

1. Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility - **9**
2. Encourage streetscapes and attractive community gateways - **5**
3. Address neighborhood traffic safety and speed concerns through policy and design initiatives - **9**
4. Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice - **6**
5. Use flexible roadway design standards to support neighborhood character and quality of life- **11**
6. Enhance transit ridership through expanded service with a focus on quality passenger amenities - **0**
7. Focus on reducing congestion and travel times by widening and extending key roadways - **20**
8. Improve the accessibility and mobility of freight movements within and through the region - **7**
9. Protect rural and small town character - **15**
10. Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways - **14**
11. Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail) -**7**
12. Others? - **2**

**L RTP Workshop Round #1
Northwest High School
November 18, 2003**

Group Questions

1. What do you like most about the transportation system in the area?
 - What roadway corridors do you like most and why?
 - What other facilities and services do you value most?
 - *In meetings two and three: what about the NW / SW Guilford area?
 - Bryan Blvd – Trees flowers
 - West Market Street – Median landscaped
 - Mobility –short travel time
 - Wide I-40 (new lanes)
 - Country roads in NW & rural areas
 - PTI- (reasonable & easy access, good parking / quality)
 - Hiking / biking facilities
 - Depot
 - Bicentennial Park⇒ w / aesthetic flowers
 - Red light cameras⇒suggested additions
 - Battleground Rail Trail
 - Passenger Rail Availability-connect to Depot
 - Mobility of Freight Movements
 - Bryan Blvd
 - i. Easy airport access
 - ii. Landscaping
 - iii. No Billboards
 - iv. Speed of travel
 - US 311 Bypass
 - I-40 Freeman Mill
 - i. Good access / smooth transition
 - ii. Gateway to Greensboro
 - Wendover Avenue
 - i. Cross-town travel
 - Pisgah Church Road
 - Spring Garden
 - i. Great for pedestrians
 - ii. Looks good
 - iii. Not a cross-town travel corridor
 - Main streets through small towns
 - Cross-town travel
 - Airport is valuable
 - ◆ What do you like most?

- i. Greensboro lights are synchronized to help inbound / outbound movements
 - ii. Long range planning for Urban loop and Bryan Blvd
 - iii. In Sedalia are interested in water and sewer along US 70 and a scenic corridor-future development potential
 - iv. Good to be where congestion not yet in grid lock
 - ◆ What roads do you like?
 - i. Bryan Blvd – makes it easier to get in and out
 - ii. New Garden past Jefferson school needs to continue
 - iii. Sidewalks on Drawbridge Parkway encourage more side walking
 - iv. Mass transit is the number one priority in the metro area, more buses possibly rail eventually. Congestion wasn't a problem and now it is.
 - v. PART busses are wonderful, hopefully will get more ridership
 - vi. The Depot is an asset to Greensboro. It's critical to a better system – big improvement.
 - vii. Need to increase PART rider ship and facilities
2. What do you like least about the transportation system in the area?
- What roadway corridors do you like least and why?
 - What aspect of these roadways most needs to be improved?
 - What other facilities and services most need to be improved?
 - *In meetings two and three: what about the NW / SW Guilford area?
- Lack of freight (truck) transfer facilities
 - Dirty
 - Poor landscaping in some areas
 - Poor aesthetics
 - Fordham Blvd ⇒ I-40 (delete local names from signage for Interstates)
 - Street name continuity
 - Market Street Not US Hwy 421
 - Too much money spent on bus system. GTA not used by enough people
 - Roads very loud-need more noise walls, especially near neighborhoods on existing facilities
 - Airport Noise
 - Traffic lights without sensor loops
 - Signage out of Airport to I-40
 - Streets too wide especially in neighborhoods
 - Lack of sidewalks
 - Need red light cameras at Holden / Benjamin / Pinedale
 - Median cuts on US 29
 - Lack of Auxiliary lanes on US 29
 - Poor signage on US 29 for connecting street
 - Poor accelerator lanes on US 29
 - Speed up construction on projects-timely
 - Consistent number of through lanes

- Signage poor to indicate “Lane Ends”
- High Point Road looks terrible
- People want big SUV’s
- People won’t use transit
- Air Quality
- NC 68 (North of I-40)
 - i. Truck Traffic
 - ii. No Shoulders
- Market Street from NC 68 West
 - i. Congestion @ Sandy Ridge Road
 - ii. Not enough capacity
- Wendover / I-40 Area
 - i. Diamond interchange is a problem
 - ii. Too many driveways
 - iii. Congestion / Safety problems
- Downtown streets
 - i. Look good, but parking (on the streets) is a problem
 - ii. Need more parking
- Highway 220 North into Rockingham County
 - i. Two lanes isn’t enough
 - ii. Bottleneck
- Conflicts with school traffic
 - i. School traffic is a problem
 - ii. Walking is difficult
 - iii. Need connections to schools (sidewalks)
- We don’t have enough roads to support travel demand
- Traffic signals not optimized
 - i. Should flash when no traffic is present
 - ii. Time of day and time of week plans
 - iii. Could improve communication of traffic conditions
- Need sidewalks
 - i. But target them around destinations
 - ii. Need wide shoulders for bikes
- ◆ What don’t you like?
 - i. US 70 corridor between Stony Creek and Wendover – congested on 2 lane stretch
 - ii. Summerfield, Stokesdale, Oak Ridge greatly affected by lack of I-73. NC-68 & US Highway 220 are congested.
 - iii. In Colfax area, Sandy Ridge Rd. and I-40 in AM is hectic-poor signal synchronization, why isn’t there a better interchange? There are a lot of roads we don’t like.
 - iv. I live in Quail Creek, concerned about proposed roads – I like Bryan Blvd what will be done to buffer noise? There’s an opportunity to use good design to make roads compatible
 - v. Former Governor Hunt wanted to pave dirt roads – nothing is being done to address this.

- vi. How long it takes to complete projects – I-40 example?
- vii. A “one person per vehicle society” creates traffic problems
- viii. In NC, people aren’t oriented to public transportation
- ix. It seems like every neighborhood is isolated-no sidewalks, lack of connectivity, roadway design creates this. We need to make areas more conducive to walking or biking. Don’t like lack of sidewalks or bike lanes.
- x. Biking on narrow shoulder roads – they need adequate facilities if they are to ride.
- xi. Upgrade Pleasant Ridge Road to NC 68, standard turn lanes; it’s a major roadway connector, wide shoulders, and etc.

3) What are the most important transportation improvement needs, in your opinion?

- What sorts of changes should be incorporated as a standard for new roadway projects? (scenic elements, bike/ped, design changes)
- Do you think regional rail service between Winston Salem and Greensboro is needed? Why?
- Do you think major new roadway construction is needed to improve travel in the area? Where? Why?

- Need to protect small town & rural character from transportation impacts
- Better routes to get through traffic out of city
- Reduce airfare pricing between Charlotte & Greensboro
- Need rapid transit & commuter rail w/ connection to airports
- I-73 won’t help Air Quality
- Urban Loop has wrong traffic role
- Accelerate North Urban Loop
- US 220 routing inconvenient
- Historically, land use planning has not considered transportation: need to change transportation first
- Transportation 30 years behind
- Consolidate City & County Government
- Too expensive for the perceived benefit
- Not important to the Triad future
- Triad is Horizontal
 - i. Not enough density to support
 - ii. People are going to continue to move further out
 - iii. Would prefer increase funding for roads

◆ Improvement Needs

- i. I-73 is very important
- ii. Planned US 220 widening is very important
- iii. Every new home makes 10 trips; 100 homes=1000 trips. This need to be considered in development decisions. Developers should install turn lanes. The traffic situation has exploded.
- iv. US 70 widening to Burlington

- v. Sidewalks and bike paths accommodate skate boarders and roller blades.
- vi. Scenic roadways should blend into surroundings
- vii. Rail service is needed – Clemmons, Winston-Salem, High Point, Greensboro, Burlington will spread travel, will help pollution, traffic growth in areas support this need.
- viii. Scenic corridor provisions for development; character help preserve environment with guidelines.
- ix. Turning lane from Sandy Ridge to West Market Street is needed
- x. Edgefield to Alcorn, NW School Road intersections needs work – a relatively easy fix.
- xi. On Edgefield from Pleasant Ridge Road it's very hard to turn given the roadway alignment.
- xii. Decision making on US 158, uncertainty of alignment is a problem-I would like to see this resolved
- xiii. Keep the planning process going; it is slow but important to the community.

4) What do you think are the biggest obstacles standing in the way of making needed improvements?

- Politics
- Corruption
- Lack of Incentives
- Poor Interdepartmental cooperation
- ◆ Funding
- ◆ Politics
- ◆ Planning board
- ◆ 2030 is a long time – future inventions could solve a lot of problems
- ◆ Technology charges / fuel
- ◆ Build for the long term, value land and community
- ◆ Be bold and predict the future!

Group Facilitators Color/Symbol Code:

Stephen Stansbery – Red ➤

Peggy Holland – Purple ✦

Tyler Meyer – Green ◆

Jeff Sovich – Blue ○

South Area

Location: Pleasant Garden

Date: November 24, 2003

Number of Participants: 43

**Pleasant Garden
November 24, 2003**

Voting Results

1. Create an interconnected system of local and collector streets to distribute traffic efficiently and improve mobility - **7**
2. Encourage streetscapes and attractive community gateways - **1**
3. Address neighborhood traffic safety and speed concerns through policy and design initiatives - **15**
4. Support mixed-use development and denser neighborhoods along key transit corridors in an effort to promote choice - **7**
5. Use flexible roadway design standards to support neighborhood character and quality of life - **12**
6. Enhance transit ridership through expanded service with a focus on quality passenger amenities - **3**
7. Focus on reducing congestion and travel times by widening and extending key roadways - **5**
8. Improve the accessibility and mobility of freight movements within and through the region - **2**
9. Protect rural and small town character - **17**
10. Promote a connected system of bicycle and pedestrian facilities using a combination of sidewalks, bike lanes, and greenways - **17**
11. Encourage a regional rapid transit service (i.e. bus rapid transit and commuter rail) - **9**
12. Other? - **1**

**L RTP Workshop Round #1
Pleasant Garden
November 24, 2003**

Group Questions

1. What do you like most about the transportation system in the area?
 - What roadway corridors do you like most and why?
 - What other facilities and services do you value most?
 - *In meetings two and three: what about the NW / SW Guilford area?
 - Like rural atmosphere
 - Less traffic
 - Roads in area are in fair condition
 - Paved roads are a plus
 - Alliance Church Road / NC 22
 - i. Was closed
 - ii. Wide / Direct to destination
 - Davis Mill Road (Randolph County / Pleasant Garden)
 - i. Flat / Wide / Scenic / Low Traffic
 - ii. Safe road for bikes / Good Visibility
 - Scenic Roads
 - i. NC 22 & Hunt Road & Old Liberty Road
 - ii. 421 Hwy – No billboards- easy to drive until I-85
 - Airport Access is Good
 - i. But don't like airport
 - Very accessible study area
 - i. Accept east – west through south county
 - Coming to Pleasant Garden – lighter traffic volumes
 - Series of concrete routes around the city of Greensboro
 - East urban Loop relieve congestion
 - Reversible Lanes
 - Bryan Blvd – connect to airport
 - Landscaped medians
 - Adjoining neighborhoods
 - US 220 – Access to Greensboro from south Coliseum / I-40 / I-85
2. What do you like least about the transportation system in the area?
 - What roadway corridors do you like least and why?
 - What aspect of these roadways most needs to be improved?
 - What other facilities and services most need to be improved?
 - *In meetings two and three: what about the NW / SW Guilford area?
 - No greenways / bike routes

- No bike / pedestrian connections
- No sidewalks
- No shoulders
- Can walk on low volume roads
- No connections to destinations
- No greenways in south part of county
- Traffic on NC 62 during peak hour
 - i. Narrow bridges (1)
 - ii. Narrow Lanes
 - iii. Hunt Road Intersection
 - iv. Truck cut-through (short cut)
 - v. Speeding
- Speeding & Distractions
- No direct route to Brassfield shopping center
- Too many traffic signals
 - i. Signal timing could be better
- Too much attention to north side of county
- Transit needs to be improved
- Park & Ride lots throughout the county (US 421 & NC 62)
 - i. Should be located on the perimeter of the county
 - ii. Need to improve the scope of the routes and timing
- Improve Regional Transit
 - i. Need to change attitude
 - ii. Need to educate & prove that it is an effective transit system
 - iii. No choices in Triad
 - iv. Needs to be reasonably priced
 - v. Noise control for new / existing freeways – US 421 is a problem
- Follow & implement a plan
- Low density is a problem for transit
- Safety (auto)- (pedestrian & bike)
- Navigation
- Air Quality – Pleasant Garden is surrounded by heavy traffic roads, also Greensboro's Air Quality in general
- Not enough connector roads, or bike routes
- Poor maintenance
- Signage inadequate
- Congestion, need staggered work hours
- Speed – lack of enforcement
- Flooding in downtown streets
- Not enough designated truck routes through (or around) towns
- Speed limits & road design doesn't reflect town character & preferences
- School safety – safe routes
- Traffic being diverted from Alliance Church Road to Ritter's Lake
- Difficulty hearing during this meeting
- Turning Lanes need to be addressed
- Sign maintenance and accuracy

○ Gate areas on all Railroad Crossings

- 3) What are the most important transportation improvement needs, in your opinion?
- What sorts of changes should be incorporated as a standard for new roadway projects? (scenic elements, bike/ped, design changes)
 - Do you think regional rail service between Winston Salem and Greensboro is needed? Why?
 - Do you think major new roadway construction is needed to improve travel in the area? Where? Why?

➤ Local Streets

- i. Traffic calming (to address congestion & speed)
- ii. Low volume
- iii. Well maintained
- iv. Smaller two-lane roads
- v. No lighting (some lighting)
- vi. Street trees are good
- vii. Utilities should be underground
- Enforce traffic laws
- Narrow roads to reduce speed
- More signals at intersections
- Add accommodations for bikes
- Turn-lanes at intersections to improve safety
- Restricted cross-overs
 - i. Driveway / Access Management
- High Point Rd is scary
 - i. Too many driveways
 - ii. Center turn lane
 - iii. Signage is confusing
- Need stable shoulders
 - i. Wider shoulders

- 4) What do you think are the biggest obstacles standing in the way of making needed improvements?

- Funding
- Politics
- Attitudes Toward Transit
- Row conflicts and cost
- \$\$ Money
- Better planning and zoning
- Improve coordination between GDOT / MPO and NCDOT
- Better congestion management and ITS
- Abundant cheap fuel
- Miss-match between ITS process and actual needs
- Inability to provide many services to newly annexed areas

- Tax base ordered by road relocation

5) Finally, if there is one improvement that you could make to the transportation system tomorrow, what would it be?

- Transit is important in the future (but not right now)
- Need focal areas of activity
- Start with buses then rail if needed ⇒ maybe smaller
- Don't open Ridge Point Drive
- Don't take anymore farmland for roads
- Traffic & safety assessments of Pleasant Garden Elementary (especially trucks) & continued access to existing school from new school
- Safer environment for pedestrians and bikes
- Better access management on thoroughfares

Group Facilitators Color/Symbol Code:

Stephen Stansbery – Red ➤

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